**NORTH WESTWOOD NEIGHBORHOOD COUNCIL**

MEETING OF THE TRANSPORTATION AND SAFETY COMMITTEE

**MINUTES**

Tuesday February 4th, 2020, 7:00pm to 10:00pm

1. Call to Order, Roll Call

* Call to order at 6:59 pm. Peters, Arciniega, Skiles, Lewis present. Quorum met.

1. Announcements
2. General Public Comment on Non-Agenda Items

* Leonora Camner, Abundant Housing LA
  + Study from Pacific Urbanism: City of LA has been building fewer housing units and losing units due to conversion over the past 2 years. Net negative in apartment supply despite programs like TOC.
* Wolfgang Veith
  + Real estate speculation driving housing unaffordability. Should be verification that residents of TOC apartments actually use public transportation.

1. Approval of 1/14/19 meeting minutes.

* Peters moves to approve the minutes, Arciniega seconds.
  + Motion carries with 3 yeas, 1 abstention.

Daboussi arrived.

1. Safety Issues
   1. Public Safety Update

* Peters
  + Last night, LAPD swept homeless people out of Westwood Park, enforcing the park closure time.
  + Last week, CPO held a town hall on facial recognition campus (Policy 133). Student reception was hostile.

1. Transportation Issues
   1. Discussion with respect to planned public transit projects

* Skiles
  + UCLA reviewing plans and possibilities for the Sepulveda Corridor Transit Alternative, insisting on a stop on campus.
* Daboussi
  + Monorail proposal would prefer to not stop directly on campus, have a separate people mover, would be slower though built faster.
  + Need to brace for Purple Line impacts in May or June.
  1. Discussion and possible vote with respect to Wheels, the City of Los Angeles's pilot program for dockless electric scooters, and microbility in general
* Peters
  + Last meeting, Wheels requested that the committee and council support it and micro mobility now that the 1-year pilot program with the City of LA is coming to a close
* Skiles
  + Supports the safety considerations of Wheels’s built-in helmets. Recommends strong support for continued micro mobility.
* Daboussi
  + Likes micro mobility but also wants greater regulation of where rides start and stop, more designated stopping zones in the Village. Those parking zones exist on campus, not yet in Westwood proper.
* Peters moves that
  + Recognizing that a minority of dockless electric scooter riders engage in reckless behavior but that dockless electric scooters are on the whole an important contribution to Westwood’s transportation ecosystem
  + the Transportation and Safety Committee recommend that the NWWNC express its strong support for the continued legality of dockless electric scooters in the city of Los Angeles and its support for the expansion of protected bike lanes and the creation of on-street designated parking zones.
    - Skiles seconds
* Motion carries 5-0-0
  1. Discussion and possible vote with respect to USAC/GSA referendum for fare-free transit
* Peters tables without objection.
  1. Discussion and possible vote with respect to parking minimums in the North Westwood Village Specific Plan
     1. Document at <https://planning.lacity.org/odocument/607a4fa7-e334-4314-ba40-421698a0b62a/North_Westwood_Village_Specific_Plan.pdf>
     2. Quote: “C. Parking Standards.

All projects shall provide and maintain automobile parking spaces at the following ratios:

1. At least 2 ½ parking spaces for each dwelling unit containing four habitable rooms or less. One additional parking space shall be provided for dwelling units with more than four habitable rooms.

2. At least 1 ½ parking space for each guest room or efficiency dwelling unit.

3. Of the parking spaces required, guest parking shall be provided at a ratio of 1/4 space for every dwelling unit, guest room or efficiency dwelling unit. Guest parking shall be clearly identified.”

* Presentation by Leonora Camner, AHLA
  + Parking minimums raise the cost of construction. The City of LA is trending net negative on housing units, scarcity is causing prices to rise, more people are rent-burdened. County has a deficit of 516,000 units. Downstream, the housing shortage is causing homelessness. Need to make more affordable housing.
  + Parking promotes car dependence, which is a climate issue. In downtown Santa Monica, parking minimums were eliminated in 2017. Now, there’s too much parking and a parking lot is being converted into affordable housing. Would be possible to use space to house cars to instead house people.
  + On-site cost $27-30,000 per space to build in LA. That cost is either passed on to the renters or it just kills the housing projects.
  + Historic buildings that make up the fabric of LA, ex. The Dingbat, are now illegal to build.
  + As a parent, worried about the future given climate crisis. Important to make change now. Transportation is the biggest factor in CA’s greenhouse gas emissions. Car dependence also a safety issue.
  + Eliminating parking minimums won’t solve these problems, but an important step. AHLA recommends the elimination of parking minimums, consideration of maximums.
* Wolfgang Veith
  + North Village Specific Plan has a provision which gives an incentive to allow greater density on a lot if those units are provided at 75% of market rate to university affiliates. Suggests using reduced parking as an incentive for covenanted affordable units.
* Skiles
  + Very few developers have taken advantage of the university unit density bonus in the NVSP. Density isn’t much more valuable because of other requirements ex. for open space. Worries that the existing incentive hasn’t triggered developer action, a parking incentive would also not change developer behavior.
* Public Comment
  + Camner
    - Density bonus policies can be good, but are extremely complicated. Economics of each project and every year is every different. Recommends expert economic analysis. Some inclusionary policies have killed developments. On the other hand, eliminating parking minimums is positive.
  + Kendall Kaufmann
    - Took Donald Shoup’s class on parking. Recommends the abolition of parking minimums, but tied to charging market rate for parking, using those funds for local improvements.
  + Wolfgang Veith
    - Possible to directly connect a decreased parking incentive with decreased student housing cost. Smaller, more politically practical step.
* Daboussi
  + Inclined to favor removing parking requirements as a transit advocate. If you build parking, people will bring their cars. If not, people will use other modes of transportation. Sad that it costs more to house humans than cars per square foot. Similar examples have worked in Pasadena and Santa Monica.
* Skiles moves that the committee recommend that the NWWNC request that all parking minimums be removed from the North Westwood Village Specific Plan
  + Peters seconds
    - Motion carries 5-0-0

1. Adjourn at 8:15 pm